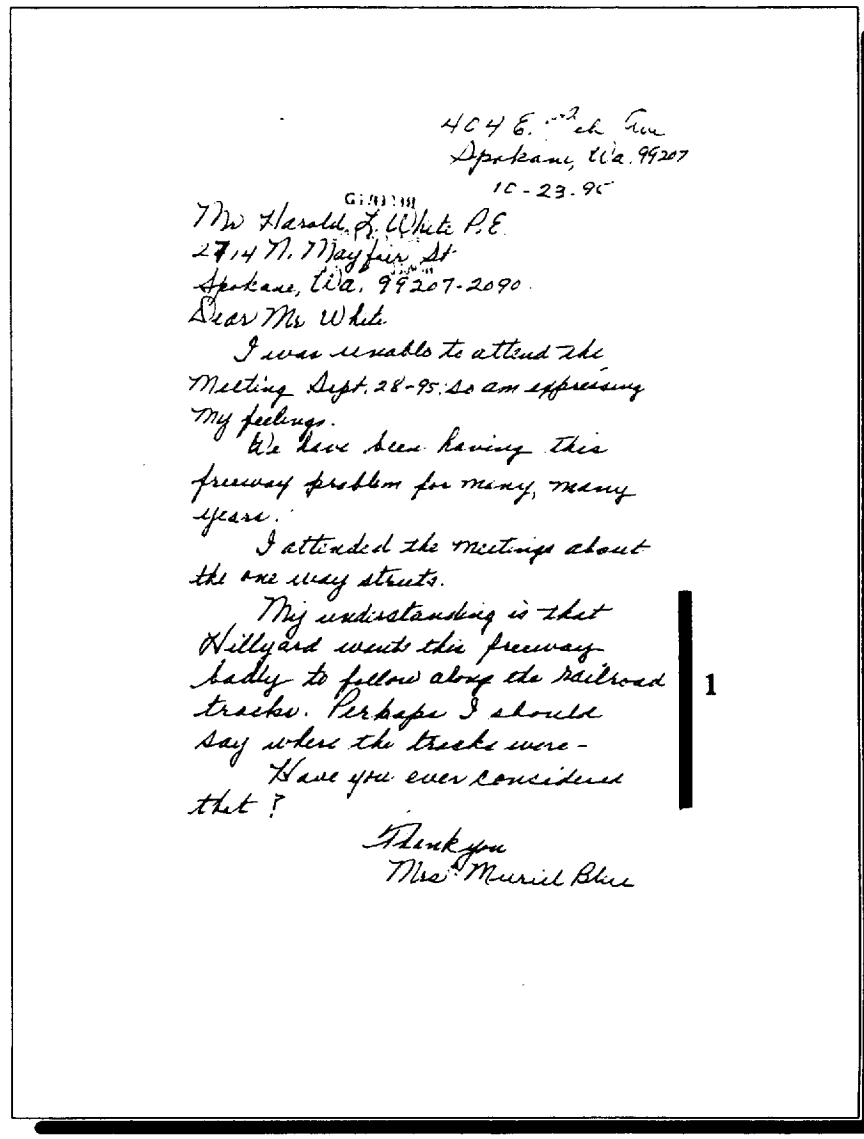
Response

C-28 Mrs. Muriel Blue

1. The Market/Greene Alternate is located on the Burlington Northern Railroad property in the vicinity of Hillyard.

Comment C-28



404 E. 2nd Ave
Spokane, Wa. 99207
10-23-95

Mr Harold L White P.E.
2714 N. Mayfair St.
Spokane, Wa. 99207-2090

Dear Mr White

I was unable to attend the Meeting Sept. 28-95. So am expressing my feelings.

We have been having this freeway problem for many, many years.

I attended the meetings about the one way streets.

My understanding is that Hillyard wants this freeway badly to follow along the railroad tracks. Perhaps I should say where the tracks were -

Have you ever considered that ?

Thank you
Mrs. Muriel Blue

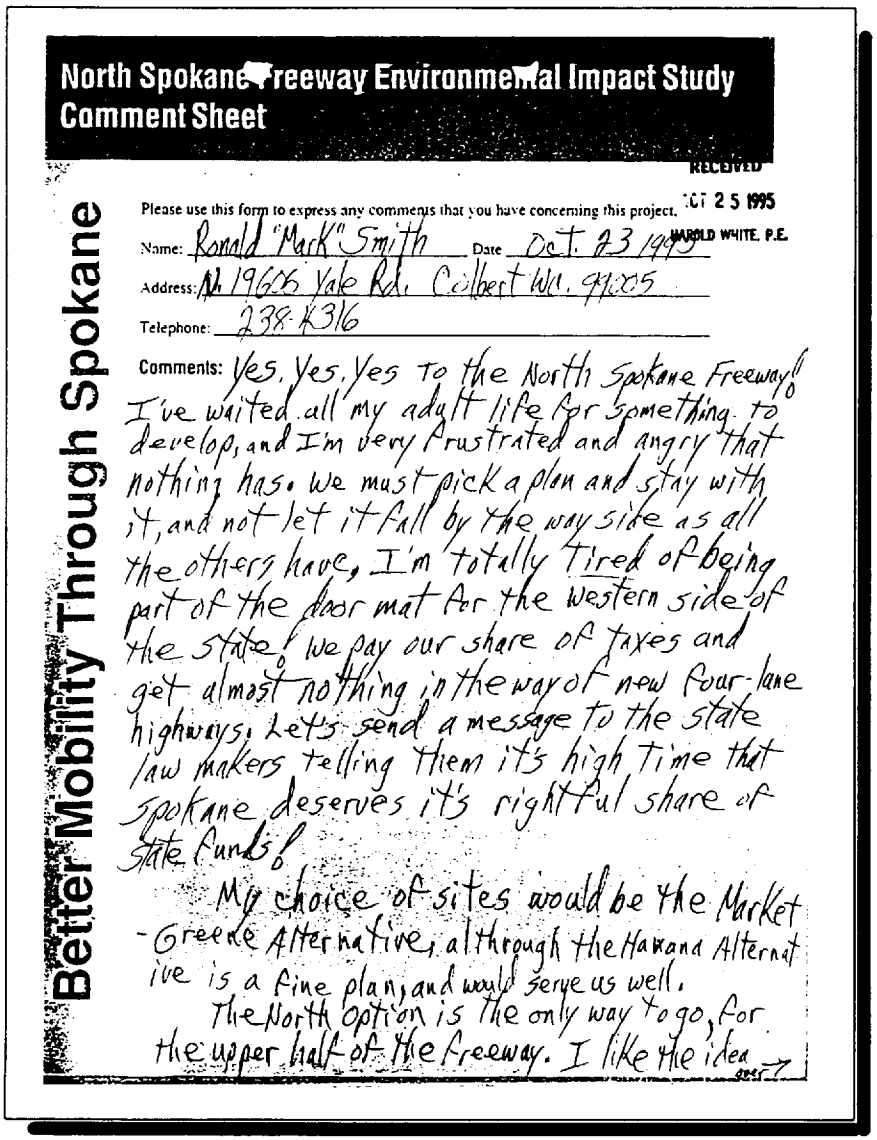
1

Response

C-29 Ronald "Mark" Smith

1. Comments noted.

Comment C-29



North Spokane Freeway Environmental Impact Study
Comment Sheet

RECEIVED
OCT 25 1995
HAROLD WHITE, P.E.

Better Mobility Through Spokane

Please use this form to express any comments that you have concerning this project.

Name: Ronald "Mark" Smith Date Oct. 23 1995

Address: N 19626 Yale Rd. Colbert Wa. 99005

Telephone: 238-4316

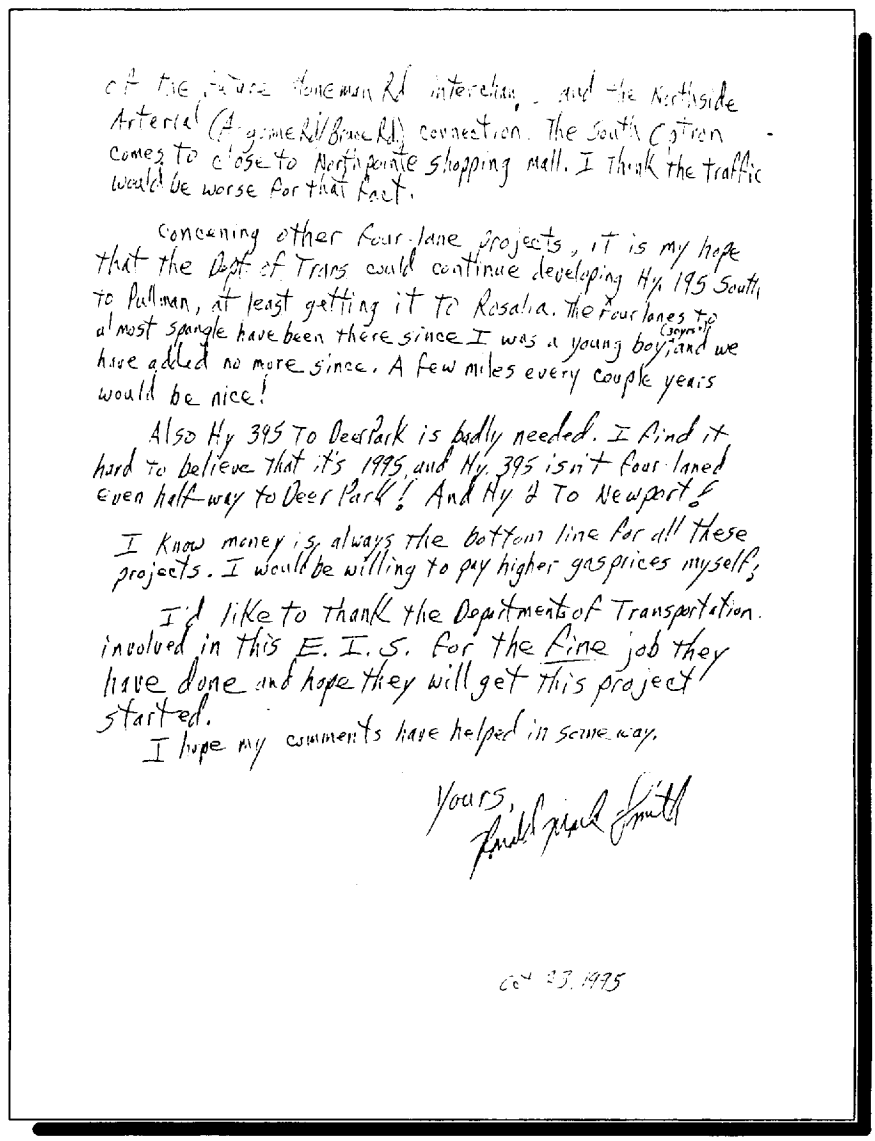
Comments: Yes, Yes, Yes To the North Spokane Freeway! I've waited all my adult life for something to develop, and I'm very frustrated and angry that nothing has. We must pick a plan and stay with it, and not let it fall by the way side as all the others have, I'm totally tired of being part of the door mat for the western side of the state. We pay our share of taxes and get almost nothing in the way of new four-lane highways, Let's send a message to the state law makers telling them it's high time that Spokane deserves it's rightful share of State funds!

My choice of sites would be the Market - Greene Alternative, although the Havana Alternative is a fine plan, and would serve us well.

The North option is the only way to go, for the upper half of the freeway. I like the idea

Response

Comment C-29 (Continued)



of the future Homeman Rd interchange, and the Northside Arterial (Regime Rd/Grace Rd) connection. The South Option comes to close to Northpointe shopping mall. I think the traffic would be worse for that fact.

Concerning other four-lane projects, it is my hope that the Dept of Trans could continue developing Hy 195 South to Pullman, at least getting it to Rosalia. The four lanes to almost Spangle have been there since I was a young boy, and we have added no more since. A few miles every couple years would be nice!

Also Hy 395 To Deer Park is badly needed. I find it hard to believe that it's 1995 and Hy 395 isn't four-laned even half-way to Deer Park! And Hy 2 To Newport!

I know money is always the bottom line for all these projects. I would be willing to pay higher gas prices myself.

I'd like to thank the Department of Transportation involved in this E.I.S. for the fine job they have done and hope they will get this project started.

I hope my comments have helped in some way.

Yours,

Oct 23, 1995

Response

C-30 Harvey D. Binsfield

1. The purpose of a freeway system is to provide for safe movement of people and freight by providing a facility that has fewer points of conflict than local signalized arterials. One of the key elements of the NSF is to provide a limited access facility for regional traffic, thus removing this traffic from local streets. The NSF is not intended to accommodate a majority of local trips within the city limits. Local planning coordinates the arterial system within a community and provides for the movement of local traffic.

2. The design technical report profile grade for the South Option between SR 2 and SR 395 is slightly more than 1 %. This grade is well below the maximum grade of 5% and does not add appreciably to vehicle noise. The existing noise levels were taken into account to project noise volumes from the freeway. The projected noise volumes are used to develop noise mitigation including noise walls. WSDOT uses several criteria to determine the reasonableness and feasibility of noise walls. The cost benefit calculation for this area was over the reasonable amount of $10,500 per house receiving at least a 3 dBA reduction in noise level. This analysis is explained in the Noise Section of Chapter 4.

Comment C-30

North Spokane Freeway Environmental Impact Study
Comment Sheet

Better Mobility Through Spokane

Please use this form to express any comments that you have concerning this project.

Name: Harvey D Binsfield Date 10-25-95

Address: 11213 N. Astor Court, Spokane, WA 99218

Telephone: 509 466-8006

Comments:

THE SYSTEM of INTERCHANGES DO NOT ACCOMODATE TRAFFIC from/enroute METROPOLITAN SPOKANE, INSTEAD SERVICE I-90/SR 395 PRIMARILY. EXIT OR ON RAMP OPPORTUNITIES ARE LIMITED WITH EXCESSIVE DISTANCES BETWEEN, AND in PARTICULAR THE South Option HASTINGS INTERCHANGE DOES NOT SERVICE LOCAL TRAFFIC. 1

THE PLAN FAILS TO CONSIDER GRADIENTS THAT WOULD BE INVOLVED IN THE SOUTH Option BETWEEN SR 2 AND SR 395 AND THE ATTENDANT NOISE FACTORS IMPACTING ON ADJACENT RESIDENTIAL AREAS. THE PLAN OMITS NOISE WALLS FOR THIS AREA in ORIGINAL CONSTRUCTION. NOISE LEVELS from existing SR 395 TRAFFIC BETWEEN HASTINGS AND HAWTHORNE PROBABLY EXCEED CURRENT LIMITATIONS DURING PEAK TRAFFIC HOURS AT THIS TIME. 2

RECEIVED
OCT 27 1995
HAROLD WHITE, P.E.

Response

Comment C-31

C-31 Robert D. Bocksch

October 25, 1995

Dear Mr. White:

Attached to this cover letter is my lengthy critique of the Draft Environmental Impact Statement (DEIS) for the proposed North Spokane Freeway. While the actual start of construction of this highway may be a decade or more away, I nonetheless believe that sound planning is demanded now, before potential problems become incorporated into documents which at a later time are correctable only with great difficulty.

A thoroughgoing study of my critique would require your having the DEIS at hand. However, I could summarize my most important conclusions as follows:

- Current planning seems directed more at conveying out-of-county vehicles to and from I-90 rather than solving escalating traffic problems within the city and county of Spokane. With interchanges sometimes more than three miles apart, and with some of our most heavily travelled thoroughfares not given access to the freeway at all, it is possible that the current proposals will be creating new problems rather than solving current ones.

- I am suggesting the improvement of Washington Highway #231 and Idaho Highway #41 as a way of diverting through traffic away from our urban areas. Although this would require the cooperation of the Idaho authorities, I believe that such a diversion would immediately begin to alleviate our current problems (congestion, carbon monoxide, etc.), and could be carried out in numerous small construction projects rather than requiring huge dollar amounts all at once for freeway construction.

- I have avoided using words stronger than "absurd" to describe the plan being advanced for one of the (few) major interchanges (Freeway - Newport Hwy.).

- Although I am personally skeptical, I believe that the concept of a "beltway" or circular suburban freeway system should at least be subjected to professional scrutiny and analysis.

- An updating of the document in such matters as property values, major construction, etc., is sorely needed. A number of errors and omissions are also indicated.

- An interchange with a proposed major county arterial is shown for only one of the two optional routes north of the city. This disparity will make it impossible adequately to compare the costs, impacts, etc., of the two alternate routes.

- Various documents as well as personal comments suggest an unfortunate lack of cooperation between the DOT planners and our local traffic engineers. Noting that the extensive list of experts assembled to actually write the DEIS includes no city or county personnel, I am appealing for closer working relationships between state and local planners. (I am assuming here that the city and county personnel who served on one or another of the

RECEIVED

OCT 30 1995

HAROLD WHITE, P.E.

Response

Comment C-31 (Continued)

advisory committees assembled in conjunction with the various studies were not invited to interact routinely with the drafters as the document was being composed).

I would appreciate your comments should you feel that there are errors or omissions in my discourse.

Cordially,

Robert D. Bocksch
E. 539 Bedivere Dr.
Spokane 99218

Response

1. The initial distribution was limited to the list found in Appendix B of the DEIS. As soon as it was determined that there were sufficient copies of the DEIS available, copies were given to all who made requests.

2. Comment noted.

Comment C-31 (Continued)

October 23, 1995

Mr. Harold White, P.E.
Project Engineer
Washington State Department of Transportation
2714 N. Mayfair St.
Spokane, WA 99207-2090

Dear Mr. White:

I am here offering comments to the Draft Environmental Impact Statement (DEIS) for the proposed North Spokane Freeway dated September, 1995. I would request that this commentary be incorporated into the official record associated with the Statement. In the main, my comments will be confined to the document itself as well as to the area north of Francis Avenue, where I have lived for the past thirty-seven years.

In general, I find the DEIS to be well-written and fairly comprehensive. However, several major problem areas should be pointed out. I will indicate these below.

1. Document Availability. Having the DEIS copies available at libraries and a few other public places hardly facilitates accessibility for most citizens. Given the size of the DEIS, working people, for example, could not be expected to study the document thoroughly in a few evening hours. Since most people are probably interested mainly in the impact to their own immediate neighborhood, greater citizen input might be achieved by having sections of the Statement, or even synopses, prepared for the various regions. 1

2. Implied Accuracy of Numerical Values. This is a matter which will not specifically influence the overall conclusions of the document, but for one like myself whose profession has dealt with correct expression of numerical data, I find the document perfused with inappropriate numerical values. For instance, on page 4-36 one finds the predicted energy consumption twenty-five years hence expressed to eight significant figures. On page 4-251, a prediction of total energy use over twenty-three years is given to ten significant figures. One doubts that this sort of extreme accuracy could be achieved for a prediction even one year hence.

A further example (p. 2-5) deals with the calculation of the number of 'person trips' in 1993. Apparently some (unexplained) vehicle count came to 1,496,510. Then assuming that 9.12 percent of this number occurred in the evening rush hour, and that 1.2 persons were present on average per vehicle, the value of 163,778 'person trips' was obtained. 2

Allowing for the uncertainty in the 9.12 and 1.2 values, there is no justification for a six significant figure statement. The correct statement would be "about 164,000" or "164,000 ± 7000".

I would suggest that one of your mathematics consultants could review the document to assure that presented numerical values reflect the accuracy and precision actually associated with each value. Surely we should not attempt to convey, for instance, that twenty-five year extrapolations are anything more than educated guesses, rather than

-1-

Response

Comment C-31 (Continued)

3. At the request of Spokane County a future interchange was located to connect to the North Option. This was based on two reasons: 1. the most likely portion of the Bypass/Beltway to be improve during the construction of the NSF was Stoneman Road. 2. if Stoneman Road was improved traffic bound to and from the NSF would have to go significantly out of direction.

Construction of an interchange at US 2 would provide very little travel time savings due to the proximity of either US 2 or US 395 to the NSF. Another major concern is this level of access encourages short trips on a freeway congesting approach roads, interchanges and ramps. This is undesirable as it reduces travel speeds and air quality.

The plan provided for Newport-Freeway-Nevada-Stoneman Interchange provides for the required movements between each highway. It's design is feasible if there is enough demand for traffic from the Bypass/Beltway (Stoneman Rd.) to the north develops.

mathematical certainties.

3. The Stoneman Road Intersection. On every map and in every discussion of the North Option, a provision is made for an interchange with a proposed future major arterial referred to as the Stoneman Road or Northside Arterial. But surprisingly, no consideration is given to this proposed arterial on the South Option. A clue as to the possible reason for this glaring omission is found on page 5-4, where the writer states: "This access (between the North Spokane Freeway and the proposed Northside Arterial) is only on the North Connection Option; construction for the South Option presents too many difficulties."

I would submit that this statement is unacceptable. The purpose of any Environmental Impact Statement is to delineate the impacts associated with a possible future development. Considering that the Northside Arterial has long appeared in Spokane County planning documents, and in fact may materialize before the North Spokane Freeway, to ignore the planning for a necessary future interchange is not defensible.

Recently, testimony in several public hearings dealing with development controversies in the Indian Trail area (Northwest Spokane) has suggested that some relief of present and future congestion on Indian Trail Road and West Francis Avenue (Washington Route # 291) might be afforded by construction of an east-west arterial, such as the long-planned Northside Arterial. Further, the bridge constructed some years ago over Whitworth Drive on U.S. 395 (Division) was aligned to accommodate this future arterial.

In 1992 I suggested an arrangement which would permit an interchange between the North Spokane Freeway, the Newport Highway, the Northside Arterial, and Nevada Street (the latter having recently been upgraded by the expenditure of nearly two million dollars and proposed to be short-circuited in the construction of the South Option). A response (from Mr. White) suggested that my 'solution' would be 'too complicated' for the average driver and dismissed the issue without proposing an alternate (then or now). In response, I have attached to this letter a new suggestion which is not at all complex and which would allow ingress and egress between all four of the above-named arterials. 3

Perhaps naively, I have greater faith in the abilities of our highway engineers than the page 5-4 statement suggests. I would believe that, given a few days, a workable interchange complex for the South Option could be designed. My suspicion is that any such interchange would necessarily involve the condemnation of a large chunk of the Camelot Subdivision, causing destruction of many homes and displacement of many families. I would suggest that such a design and its inevitable impacts must be incorporated into the next Draft EIS so that a truer comparison of the North and South Options can be made.

4. The Grade on the South Option. On this Option, there is something more than 150 feet of vertical elevation between the Freeway intercepts with the Newport Highway (U.S. 2) and Division (U.S. 395). Without the information on the design parameters for the bridge clearances at U.S. 2 and 395, this will still translate to a long grade of between 1.5 and 2%, with a fill at Regina Road about 50 feet high. (Regina Road is not specifically labelled on the maps, but is the east-west road just to the south of the golf course on 395 (See the map on p. D 30). Further, because the Freeway is to be bridged

-2-

Response

Comment C-31 (Continued)

4. The fill height at this location is approximately 24 meters (80 feet). This can be accommodated in the 30 meter (100 foot) area between the roadway and the right of way line.

5. The profile for the NSF was incorporated in to the model utilized to predict future noise levels from the freeway. Table 4-16, p. 4-30 of the DEIS is a summary of Noise Mitigation. During the design phases of the project noise walls will be re-evaluated to determine if walls have become feasible.

6. A Roadside Master Plan will be developed to provide guidance to the design process. Considerations regarding wall treatments and landscape opportunities along the I-90 and proposed freeway corridor will be incorporated to help relieve visual monotony and create visual diversity. Public opinion could affect the final decision on mitigation.

7. Coordination with the city/county will take place during the design/access phase.

8. At Hastings Road, US 2 and proceeding approximately 1,300 meters (4,200 feet) northwest the freeway is depressed below the existing ground level, it then continues on a structure.

over Hastings Road, the pavement will presumedly be about 20 to 25 feet above grade all the way to its intercept with the (high) grade of the 1993 reconstruction of 395 several thousand feet north of Hastings Road.

Several concerns arise because of this lack of treatment in the DEIS of this long elevated grade:

- The right-of-way is not wide enough. Assuming a 1:1 slope, an additional 100 feet would be required at Regina Road. This would apparently require the condemnation of several more homes in the Carriage Hills subdivision. **4**

- No treatment in the DEIS deals with the noise impact to neighborhood homes and businesses caused by this elevated grade. Not only would traffic noise from atop a 25 to 50 foot fill be expected to be transmitted over a wide distance, but the fact that trucks would be expected to be laboring up the grade (or 'Jake-braking' down the slope) would serve to intensify the original noise output. I note that no 'noise-wall' consideration has been included in the DEIS for this location. **5**

- No discussion exists in the DEIS of the visual impact of such a long, high fill (and noise wall?) to be built adjacent to densely-populated subdivisions, businesses, and a major shopping center. **6**

- No provision has been made for the four homes (and several more being planned) caught in the 'box canyon' to the east of the fill on Regina Road. With steep slopes to the east and south, and the high fill to the west, these homes have no obvious access. I do not see that a bridge (tunnel?) structure is being proposed under the Freeway for Regina Road. An alternate would be to construct an access road for these homes northward toward Hastings Road. This might again widen the required right-of-way, perhaps involving condemnation of additional homes. Clearly significant additional acreage would be required. It should also be noted that the property required for such an access road is currently in the permitting process for a large number of duplexes and a Fred Meyer super store. **7**

- A deep cut adjacent to the Camelot subdivision will also be required. Again, the indicated right-of-way width appears to be insufficient; additional homes may be in jeopardy. **8**

5. The Lack of Sufficient Interchanges. For years the citizenry of North Spokane (and the downtown business interests) have dreamed of a freeway as an answer to the ever-increasing congestion on the city's north-south arterials. Apparently, the freeway planners have relegated this dream to something less than top priority. On page 1-1 we read: "The primary overall purpose of this project is to improve transportation .... between Interstate 90, Northeastern Washington, and Canada." While improvement of traffic flow between Canada and I-90 will be an important benefit, one hopes that the primary benefit of the freeway will occur within the city and county of Spokane.

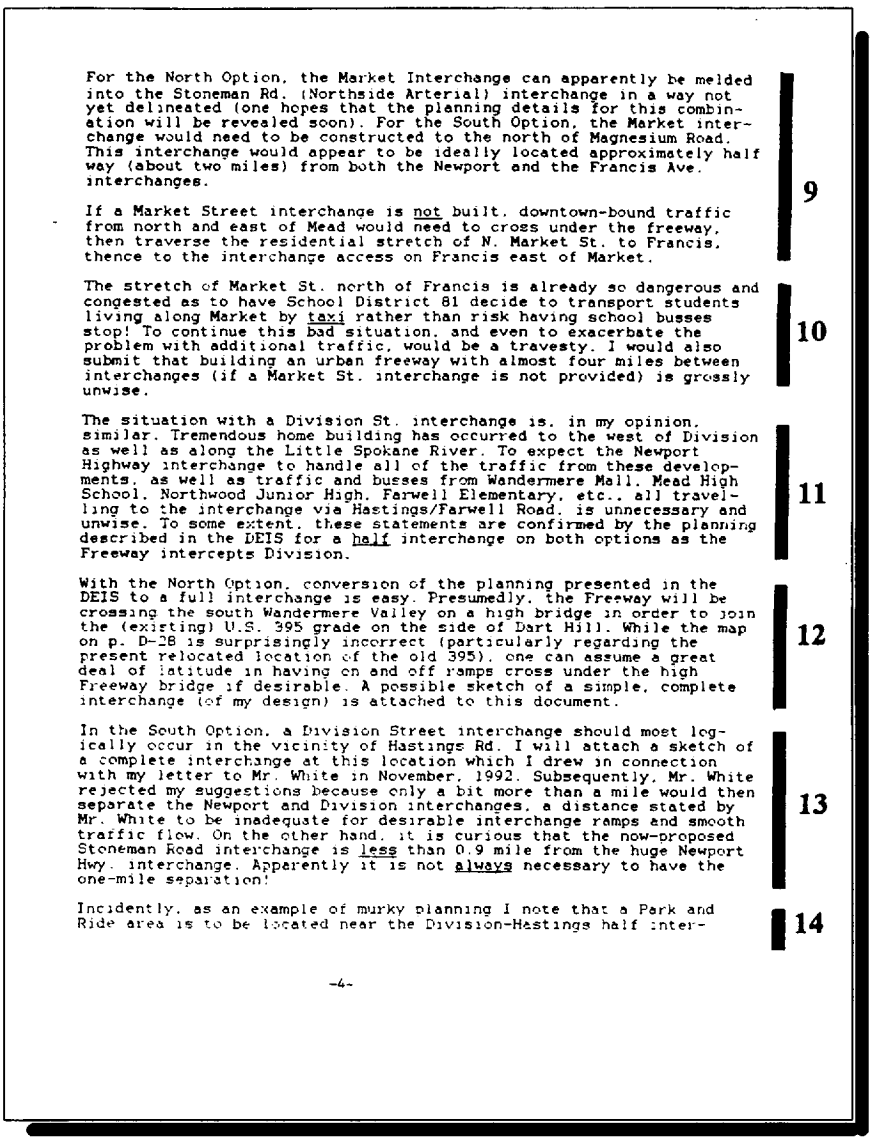
In any case, in addition to the full interchanges proposed at Francis Ave., the Newport Highway, and Hatch Road, I continue to believe that full interchanges are mandatory at Market and Division Sts.

-3-

The maximum cut is approximately 24 meters (80 feet) and can be accommodated in the 30 meter (100 foot) area between the roadway and the right of way line. If necessary right of way impacts can be minimized by utilizing retaining walls to reduce slope widths.

Response

Comment C-31 (Continued)



For the North Option, the Market Interchange can apparently be melded into the Stoneman Rd. (Northside Arterial) interchange in a way not yet delineated (one hopes that the planning details for this combination will be revealed soon). For the South Option, the Market interchange would need to be constructed to the north of Magnesium Road. This interchange would appear to be ideally located approximately half way (about two miles) from both the Newport and the Francis Ave. interchanges.

If a Market Street interchange is not built, downtown-bound traffic from north and east of Mead would need to cross under the freeway, then traverse the residential stretch of N. Market St. to Francis, thence to the interchange access on Francis east of Market.

9

The stretch of Market St. north of Francis is already so dangerous and congested as to have School District 81 decide to transport students living along Market by taxi rather than risk having school busses stop! To continue this bad situation, and even to exacerbate the problem with additional traffic, would be a travesty. I would also submit that building an urban freeway with almost four miles between interchanges (if a Market St. interchange is not provided) is grossly unwise.

10

The situation with a Division St. interchange is, in my opinion, similar. Tremendous home building has occurred to the west of Division as well as along the Little Spokane River. To expect the Newport Highway interchange to handle all of the traffic from these developments, as well as traffic and busses from Wandermere Mall, Mead High School, Northwood Junior High, Farwell Elementary, etc., all travelling to the interchange via Hastings/Farwell Road, is unnecessary and unwise. To some extent, these statements are confirmed by the planning described in the DEIS for a half interchange on both options as the Freeway intercepts Division.

11

With the North Option, conversion of the planning presented in the DEIS to a full interchange is easy. Presumedly, the Freeway will be crossing the south Wandermere Valley on a high bridge in order to join the (existing) U.S. 395 grade on the side of Dart Hill. While the map on p. D-28 is surprisingly incorrect (particularly regarding the present relocated location of the old 395), one can assume a great deal of latitude in having on and off ramps cross under the high Freeway bridge if desirable. A possible sketch of a simple, complete interchange (of my design) is attached to this document.

12

In the South Option, a Division Street interchange should most logically occur in the vicinity of Hastings Rd. I will attach a sketch of a complete interchange at this location which I drew in connection with my letter to Mr. White in November, 1992. Subsequently, Mr. White rejected my suggestions because only a bit more than a mile would then separate the Newport and Division interchanges, a distance stated by Mr. White to be inadequate for desirable interchange ramps and smooth traffic flow. On the other hand, it is curious that the now-proposed Stoneman Road interchange is less than 0.9 mile from the huge Newport Hwy. interchange. Apparently it is not always necessary to have the one-mile separation!

13

Incidently, as an example of murky planning I note that a Park and Ride area is to be located near the Division-Hastings half inter-

14

-4-

9. The purpose of a freeway system is to provide for safe movement of people and freight by providing a limited access facility that has fewer points of conflict than local signalized major arterials. Local planning coordinates the arterial system within a community and provides for the movement of local traffic accommodations

10. It is not typical for school buses in District 81 to stop to pick up students on arterial streets such as Market. Special circumstances exist that are not directly related to traffic flow.

11. Traffic analysis for the Design Year of 2020 show this interchange functioning at acceptable levels of service ranging from B to D.

12. Comment Noted. The photos used for the maps were taken prior to the construction of the new alignment across the Little Spokane River.

13. The minimum spacing of Interchanges is controlled by the length of ramps and merge lane length required prior to the next ramp beginning. This often equates to approximately one mile but may vary due to speed, mutable lane ramps or ramps that may be longer than average. Without sufficient length of the merge lanes traffic is forced to weave between the main line and the ramp. This causes reduced speed and increases the likelihood of accidents.

14. The location of the Park and Ride lots was not solely predicated on the use of the NSF. The location of these lots was coordinated with Spokane Transit Authority.